

JOINT ANTELOPE VALLEY AUTHORITY
Citizen's Committee
Meeting
The Antelope Valley Aesthetics Package
Presented by Olsson & Associates
March 11, 2002

Meeting Began at: 11:42 a.m.

Board Members Present:	Glenn Johnson
Citizen's Committee Members Present:	Randy Stramel, Jim Christo, Delores Lintel, Mike Morosin, Pamela Manske, Beth Thacker, James Mastera
Citizen's Committee Members Absent:	LuAnn Finke, Robert Campbell
Others Present:	Bruce Sweney, Amy Cornelius, Wynn Hjermstad, Jack Lynch, Terry Uland, JJ Yost, Lynn Johnson, Steve Clymer, Scott Sullivan

Order No. 00-01 - Call Meeting to Order - Glenn Johnson

Johnson began the meeting by going over the agenda.

- Review overall status of Antelope Valley Project
- Review and discussion of concepts and alternatives on design features and themes for the Project.

Order No. 00-02 - Review Overall Status of the Antelope Valley Project

Glenn Johnson - JAVA Board

The design work for the flood control portion of the project is being done by the Corps for the first piece of the construction. The design work should be completed by June or early July of 2002. So that the project can be placed under construction in late summer.

The design work for the transportation and community revitalization components of the project is incorporated into a Phase V agreement which the City has approved with the consultant team and is moving forward. Several weeks ago, there was a Constructability Workshop, that worked on analyzing and reviewing all of the features of the project. This includes: 3 flood control pieces, 13 Roadway pieces and the various pieces of the community revitalization. There is a Draft Report that will be coming out in approximately a couple of weeks after it has been reviewed. The group looked at which parts of the project needed to be of a higher priority and how does the whole project fit together. The group laid out a time-line and priorities of those projects for design and implementation. This also includes Right-of Way. The City is, on behalf of JAVA, working on the first pieces of Right-of-Way for the project.

Much of the funding for the project is already in place. The rest (some State and Federal funding) is continuing to be worked on. This year, the Northeast Park, followed by the flood control project, bottom end and then some bridge projects are ready to be started.

Order No. 00-03 - Presentation from Olsson's on the Antelope Valley Aesthetics Package

Jack Lynch and Steve Clymer - Olsson and Associates
Scott Sullivan - Erickson Sullivan Architects

Olsson's brought display boards illustrating 19th Street Roadway [K-Q Streets], Bridges, and Signage. These can be viewed at Olsson & Associates.

Lynch:

Mr. Lynch discussed all aesthetics that are being considered for this area. This includes: lanes, lights, plants, medians, coloring of concrete, walls, signage and bridges. The Design Team keyed in on a couple of elements of the Antelope Valley Project to help define the aesthetics. The first street scape project is basically from K to Q and will be done with final design by the end of March. Another element is the bridges and to be able to tie in the materials aesthetically to the rest of the project.

The street scape element has basically 6 lane movement, in some cases there are right-turn lanes, in others there are dual lefts. The roadway has a wide median that is at least two lanes wide which provides enough room to create an image. The idea is to possibly use meandering walls, using tipped terrain, and fiber optic lighting.

The street scape lighting would basically fit a 35 foot mounting height and has an arm on it. There are different distribution patterns that can be used. Typically a circular distribution pattern is used in street scape lighting which creates a lot of wasted light and energy. Olsson's is suggesting a long and narrow distribution pattern so that only the roadway is being lighted. That way there is not any spill into the adjacent properties or medians. The long narrow distribution is also being recommended for the pedestrian lighting as well. Lynch stated that there is a manufacturer that will work with us to build the correct lense for the pedestrian lights. Ultimately, there will be two lighting systems, one lighting the roadway and one lighting the sidewalk which do not interfere with each other. It also does not interfere with the property owners and business owners.

The next item discussed was materials. There are plans for landscaping along the sidewalks. We are considering the use of low-maintenance shrubs. The medians will make use of low ground cover, shrubs and lots of colors with annuals. The emphasis on the street scape will be at the intersections. There are only two materials being used in this area. One is a granite paver which will be used in areas where we don't want pedestrians. These granite cobbles would be set at slight elevations, so that they are uncomfortable to walk on. The other material is just colored concrete and makes use of two shades of brown. The pedestrian ramps are a full eight feet wide and are sloped sidewalks. At the intersection of 19th and O Street, they want to bring in the possibility of sight walls. These would be a limestone with a concrete cap on it, 2½ - 3½ feet tall. What has been suggested is the use of natural materials and a prairie style architecture; long and narrow, copper, and limestone. This wall concept will be continued through the bridges, the East Downtown Community Park, and potentially even into the Trago Park area. The walls that are in the median are serpentine walls, one side would be the limestone with the concrete cap on it and fiber optic lighting, and the other side would be plantings.

Mastera asked if there was an irrigation system planned for the medians or would the plants used not require that type of maintenance. Lynch indicated that they were in the process of costing the possibility of irrigation. The plants used would be low maintenance, but the need for water would be important for the first little bit.

Sullivan:

Sullivan discussed the signage portion of the presentation. There are essentially two different ideas. There is a need for good directional signage. The hope is to incorporate the signs into the architecture of the street scape. The first idea is

with the median signage and attempting to bring in aspects such as the waterway, the green space and the downtown area into the logo. The signs would be located at mid-block of the median. This would give motorists a safe chance to make driving decisions. It was felt that this logo would make a nice identity for the area. Businesses could incorporate a version of the logo into their letterhead and other aspects of their business. The signage would have information on both sides and be lit as well. The second idea is to incorporate the name of the roadway on a sign as you approach it from outside the project area. All aspects of the signage are still being looked at. The signs will probably be 12-15 feet tall. The signs should have low maintenance involved. Stramel asked about artwork that might be involved in the project. Sullivan indicated that this issue has not come up in conversations yet, but should be looked into. Some of the same materials used in the serpentine walls will also be used in the signage.

Sullivan went on to the bridge presentation. There will be bridges at 'J', 'N', 'O', 'P', Vine, and 'Y' Streets. There was earlier discussion as to if each bridge should be treated different or should they be tied into each other. It was generally thought that the bridges should all somehow tie into each other. The second item of discussion was having 'O' Street bridge being the central focal point and the other bridges being similar but not as fancy. Sullivan showed illustrations that had three different versions of a signature bridge (available for viewing at Olsson's). Sullivan talked about the possibilities with the piers and the cables as well as lighting. Thacker brought up concerns with vandalism with limestone versus steel. Sullivan said that he'd be more concerned with vandalism with steel over limestone. Lintel asked about cost issues. Sullivan indicated that they were still in discussions regarding costs. Morosin suggested that there be some type of design or signs that introduces each neighborhood. Stramel inquired about getting the pedestrian walk up above the vehicles on the bridges. Sullivan said that there was already the required jersey barriers in place. Those barriers can be architecturally treated. Sullivan indicated that there is a plan to have a viewing or resting point between the two piers. Lintel asked about the groups with artwork within the community that can be consulted with for input. The reason for question is so that there can be a blending of artwork that is pleasing to the eye with this project. Sullivan said that this was worth looking into. Stramel cautioned against making the aesthetics too fashionable and trendy that it becomes dated.

Order No. 00-04 -

Summation

Johnson concluded the presentation. Where we're trying to go with this is an improvement to the community and neighborhoods. Morosin asked about the status of the lawsuit. Johnson stated that the court of appeals turned down the motion for summary dismissal. The end of March is the due date for the City to respond.

Meeting adjourned at approximately 12:50 p.m.